



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

management as a science is of late development, the product of the last decade's investigations in shop and plant management. Mr. Brandeis' proposal as here given (this being a part of his brief before the Interstate Commerce Commission) is that this new science should be applied to railroad operation, thus obviating the necessity for an increase in rates.

Scientific management is not merely competent and progressive. It is planning in advance in minute detail; it demands analytical study, preparedness, and standardization of methods and equipment. The gains are derived from an increased efficiency of labor, of plant, and equipment, and a consequent saving for interest on capital. Scientific management is applicable to every business and it is conclusively proven to be adapted to railroad operation as a whole in a way which has heretofore not obtained.

The author states his general propositions clearly and forcibly. He supports them by evidence submitted by witnesses during the case and by material secured from recent books on the new science. He further leaves the impression that an untouched mass of experience and fact supports the same conclusion.

In short, the book succeeds in proving that there are vast possibilities in scientific management of railroads, and suggests that the Interstate Commerce Commission undertake a separate investigation before sanctioning further increases of railroad rates.

---

*Les manuscrits économiques de François Quesnay et du Marquis de Mirabeau aux archives nationales (M. 778 à M. 785). Inventaire, extraits et notes par GEORGES WEULERSSE.*

The recent appearance of several French works dealing with the Physiocratic school testifies to the awakening interest of France in her early economic writers. The present volume, one of a number by M. Weulersse on this subject, contains, as the title indicates, a catalogue of the manuscripts of Quesnay and Mirabeau in the French national archives (the compilation of this catalogue, requiring as it did the identification of authors and the fixing of dates, necessitated an intimate knowledge of the work of this school); extracts mainly from the pen of Mirabeau which had not previously been considered worthy of publication; scraps of correspondence which passed between the two men; and finally interspersed throughout the book, critical and explanatory notes by the author. To the student making an intensive study of the Physiocratic school the catalogue will be of service, and the extracts may be of interest; but the former rather than the latter furnish justification for the book.

---

*Industrial Studies, United States.* By NELLIE B. ALLEN. New York: Ginn & Co., 1910. Pp. xii+333.

This is a brief description of the leading industries of the country. It is designed for the use of public-school children. The author begins her discussion by describing the country as a whole—the size, surface, drainage, climate, and soil. This general description is followed by a more detailed study of the industries of the country. Though largely descriptive in character, the author very carefully relates the industries in the different parts of the country to the existing physical conditions.

The material is presented in a very clear and entertaining manner. Illustrations and maps are included to aid the young reader in understanding the nature of particular industries. Both in choice of material and in method the book is well suited for use in public schools and will undoubtedly supply a growing demand.